

Sec. 24. - COD/COD-N Corridor Overlay District

1. Purpose

The Corridor Overlay District is established for the purpose of maintaining a safe, efficient, functional and attractive roadway corridor for the Fort Mill Southern Bypass (Bypass). It is recognized that, in areas of high visibility, the protection of features that contribute to the character of the area and enhancements to development quality promote economic development and stability in the entire community.

2. Applicability

- A) All land within 500 feet of the outer edge of the right-of-way of the Bypass (Corridor) shall be subject to the standards of these regulations, unless specifically excluded herein. Where part of a parcel is within 500 of the right-of-way of the Bypass, only that portion of the parcel shall be subject to these regulations.
- B) COD-N refers to subareas of the land the lie within the Corridor Overlay District. This designation is intended for COD parcels or portions of parcels that lie within the areas identified as activity nodes in the adopted Fort Mill Comprehensive Plan and are envisioned to be more urban in nature. Consistent with the characteristics of urbanized areas, these areas are more likely to accommodate a variety of uses in a walkable environment. Therefore, development will be designed to bring buildings close to the road edge to better define the public space of the streets enhanced by landscaping and pathways and create a scale that is more appropriate for a pedestrian traffic. These subareas are subject to standards specified herein that are in addition to or serve as alternatives to the standards of the Corridor Overlay District.
- C) The standards established in this section shall be applied to any of the following types of new development to be located within the Corridor Overlay District and is approved after the effective date of this Section:
- Single-family residential (with exceptions per notes below);
 - Multifamily residential; and
 - All nonresidential development, including civic and institutional uses, such as schools, churches and community facilities.

Notes:

1. *Single-family residential development shall be subject only to the following standards:*
 - a. *the minimum setback requirements under Dimensional Requirements,*
 - b. *the orientation requirements under Building Design,*
 - c. *the applicable requirements under Screening, and*
 - d. *the applicable requirements under Driveways on Corridor.*
 2. *In new single-family residential subdivisions, the standards pertaining to Streetscape and Pedestrian Facilities shall also apply.*
- D) These standards shall not apply to any development that is covered by a development agreement between the Town and the developer, provided such development agreement was adopted prior to

the effective date of this Section, prepared consistent with the provisions of Chapter 31 of the South Carolina Code of Laws and is still in force.

- E) Existing development shall not be subject to these standards. However, expansions of existing nonresidential development resulting in a minimum ten percent increase in building area or lot area shall be subject to some of the standards, as indicated herein.
- F) Where more than 50 percent of the footprint of a proposed building lies within the Corridor Overlay District, all portions of such building shall be subject to the Building Design standards of subsection 5.
- G) Excluding building height regulations, if the requirements of the underlying zoning district are more restrictive, those requirements shall apply. Refer to 4(A)(2) Building Height under Dimensional Requirements.

3. Permitted Uses

- A) All permitted, special and conditional uses of the underlying zoning district are allowed subject to the specific requirements and procedures for each use classification, except as follows:
- B) The following uses are prohibited:
 - Automobile rental and sales.
 - Automotive wrecker service.
 - Bingo halls.
 - Casino or gambling establishment.
 - Check cashing establishments, title loan lenders, deferred presentment lenders, pawnshops, loan brokers, and small loan companies.
 - Communications towers. Where such towers must be permitted per the Telecommunications Act of 1996 and it has been demonstrated that no existing towers or structures (such as rooftops, water towers, etc.) can accommodate such equipment, the towers shall not exceed 100 feet in height. To the extent practicable, they shall be roof-mounted, not freestanding, structures.
 - Industrial or heavy manufacturing uses (prohibited in COD-N only).
 - Junk or salvage yards.
 - Mobile homes.
 - Sexually-oriented businesses.
 - Sweepstakes cafes.
 - Tattoo facilities.

4. Dimensional Requirements

- A) The dimensional requirements shall be the same as the underlying zoning district, except as follows:

1) Setbacks

The building setbacks of the underlying zoning districts shall apply, except along the Corridor. Building setbacks, measured from the right-of-way of the Bypass, shall be as follows:

	Minimum (ft)
COD-N	35'
COD	50' or 100' (landscaped buffer requirements vary)

Note: The minimum setback in COD shall be reduced in cases where the setback area exceeds 40 percent of the acreage of a parcel already in existence on the effective date of this Section. The width of the setback area shall be reduced to the extent necessary (up to a 15-foot reduction) in order that the buffer shall not exceed 40 percent of the parcel. No setback shall be less than 35 feet.

There shall be no development allowed in the setback from the Bypass right-of-way, except as follows:

- Drainage features designed to mimic the natural environment;
- Driveways;
- Landscaping;
- Lighting;
- Parks and park-like amenities (not including athletic fields or facilities);
- Public utilities (limited to lines and other equipment);
- Retaining wall(s) up to 10 feet in height (refer to subsection 16);
- Pathways, pedestrian ways, or bikeways;
- Signs, subject to subsection 13; and
- Streetscape elements.

2) Building Height:

	Minimum (ft)	Maximum (ft)
COD-N	20'	45', unless underlying zoning maximum is higher
COD	NA	Consistent with underlying zoning

Notes:

- Maximum and minimum building heights shall be measured as set forth in the definitions for "height of building, maximum," and "height of building, minimum."*
- Buildings less than 2500 square feet shall not be subject to the minimum height requirements; however, some portion of the structure's roofline shall be articulated in a manner that achieves the minimum height.*
- Height may be above the maximum height indicated, provided all portions of the structure exceeding the height limit indicated shall be stepped back an additional one foot from the adjoining property line for each additional foot in excess.*

- d. If the maximum building height of the underlying zoning of a parcel in COD-N is less than 45 feet, then 45 feet shall be the maximum height.*

5. Building Design

- A) All buildings in the Corridor Overlay District shall comply with the requirements below. In addition, all nonresidential development shall be subject to the requirements of Article V. Commercial Development Appearance Review as well as the Commercial Appearance Review Process.
- B) Orientation:
- 1) Except as provided below for COD-N, the rear facades of buildings shall not be visible from the Corridor. Such facades shall be oriented away from view from the Corridor or shall be screened by landscaped buffers that meet or exceed the requirements for landscaped buffers in subsection 7.
 - 2) In COD-N, buildings shall be oriented toward the public street(s).
 - (a) Pedestrian access from the street is encouraged for all multi-family residential and nonresidential uses. Therefore, primary entrances shall be visible and accessible from the public street, where feasible. Where parking is provided at the rear of the building, the primary entrance may be located to provide access from such parking. Two primary entrances, one from the street and one from the rear parking area, are permitted.
 - 3) Loading areas of buildings shall not be visible from the Corridor. Such loading areas shall be oriented away from view from the Corridor or shall be screened per the requirements in subsection 8.
- C) Architectural Features / Façade Treatments:
- 1) Materials:
 - (a) Buildings shall be designed to use building materials such as rock, stone, brick, stucco, concrete, wood or Hardiplank.
 - (b) No mirrored glass shall be permitted on any facades in COD-N, and mirrored glass with a reflectance no greater than 20 percent shall be permitted in COD.
 - (c) Corrugated metal shall not be used on any façade.
 - 2) In COD-N, variations in the rooflines and facades of adjacent buildings shall be encouraged to avoid monotony.
 - 3) In COD-N, any nonresidential façade facing the Bypass or any other street shall be articulated with architectural features and treatments, such as windows, awnings, scoring, trim, and changes in materials (i.e., stone “water table” base with stucco above), to enhance the quality of pedestrian environment of the public street, particularly in the absence of a primary entrance.

6. Streetscape

- A) All trees planted in accordance with the requirements of this section shall be trees that are approved by the Town, per the approved tree species list provided in Sec 38-71 of the Code of Ordinances.

1) COD-N

- (a) Street trees shall consist of canopy trees planted within the streetscape zone (the first 15 feet of the setback closest to the Bypass) at rate of one tree per 50 linear feet along all Corridor frontages. Tree spacing shall be not more than 60 feet and not less than 40 feet on center. At planting, street trees shall be a minimum of 2 inches in caliper (measured four feet above ground level) or 8 feet in height. Such tree placement shall comply with SCDOT safety requirements. Significant trees protected in accordance with Section 3 of the Landscaping Standards of Article IV may be counted to satisfy this tree planting requirement.
- (b) All new development or expansions of existing development resulting in a minimum ten percent increase in building area or lot area shall provide landscaping within the setback in accordance with this subsection. For purposes of this subsection, the planting area shall be determined by multiplying the lot frontage, less driveways, times the minimum required setback width to determine required planting area.

1. Trees

- For every 2,500 square feet of planting area, a minimum of two trees shall be planted.
- At least 50% of the trees planted to meet this requirement shall be canopy trees. At planting, required trees shall be a minimum of 2 inches in caliper (measured four feet above ground level), and shall have a mature height of at least 35 feet.
- Street trees planted in this area shall be counted toward the minimum tree planting requirements.
- Significant trees protected in accordance with Section 3 of the Landscaping Standards of Article IV may be counted to satisfy this tree planting requirement.

2. Shrubs

- For every 2,500 square feet of planting area, a minimum of ten shrubs shall be planted.
- At least 50% of the shrubs planted shall be evergreen.

B) COD

- 1) Existing significant trees within 50 feet of the right-of-way of the Bypass shall be protected in accordance with Section 3 of the Landscaping Standards of Article IV.
- 2) If the 50-setback minimum setback is utilized, a landscaped buffer shall be provided within the setback in accordance with the landscaped buffer requirements in subsection 7 for 50-foot buffers. Tree placement shall comply with SCDOT safety requirements. Significant trees protected in accordance with Section 3 of the Landscaping Standards of Article IV may be counted to satisfy the tree planting requirement.
- 3) If the 100-foot minimum setback is utilized, landscaping a landscaped buffer shall be provided within the setback in accordance with the landscaped buffer requirements in subsection 7 for 20-foot buffers. Tree placement shall comply with SCDOT safety requirements. Significant trees protected in accordance with Section 3 of the Landscaping Standards of Article IV may be counted

to satisfy the tree planting requirement.

- 4) Street trees shall not be required along Corridor frontages outside of COD-N. However, if such trees are provided, street trees shall be located only in areas where there is no existing vegetation to be preserved. Canopy trees may be combined with understory trees and may be uniformly spaced or clustered. However, canopy trees shall not be less than 40 feet on center. Such tree placement shall comply with SCDOT safety requirements.

7. Buffers

A) Any required landscaped buffers shall meet the following requirements:

- 1) A landscaped buffer shall be a natural, undisturbed wooded area where possible, provided it meets the intent of this buffer requirement. Where existing natural, undisturbed vegetation does not exist or is not sufficient to achieve intended separation and screening of uses, a planted buffer shall be provided.
- 2) A planted landscaped buffer meet or exceed the following standards:

Lot size	Min. width, measured from the property boundary (or right-of-way)	Min. landscaping to be provided within the required buffer per 100 linear feet	Min. width if min. 6' opaque fence or wall is installed	Min. landscaping if min. 6' opaque fence or wall is installed
Lots under 5 acres	20'	<ul style="list-style-type: none">• three (3) canopy trees• six (6) understory trees• nine (9) shrubs	15'	<ul style="list-style-type: none">• two (2) canopy trees• 4 (four) understory trees• six (6) shrubs
Lots 5-10 acres	35'	<ul style="list-style-type: none">• five (5) canopy trees• ten (10) understory trees• fifteen (15) shrubs	25'	<ul style="list-style-type: none">• four (4) canopy trees• eight (8) understory trees• twelve (12) shrubs
Lots over 10 acres	50'	<ul style="list-style-type: none">• five (5) canopy trees• ten (10) understory trees• twenty (20) shrubs	35'	<ul style="list-style-type: none">• four (4) canopy trees• eight (8) understory trees• sixteen (16) shrubs

- 3) Significant trees protected in accordance with Section 3 of the Landscaping Standards of Article IV

may be counted to satisfy the tree planting requirement.

- 4) Trees planted to satisfy a landscaped buffer requirement shall be a minimum of 2 inches in caliper (measured four feet above ground level) or 8 feet in height.

8. Screening

- A) Screening shall be provided in accordance with the following:
 - 1) Multifamily and nonresidential development shall be screened as follows:
 - (a) Notwithstanding the dimensional requirement of Section 2 of Article IV, which requires nonresidential vehicular areas shall be set back at least 25 feet from any property line abutting land used for residential purposes or located in a residential zone, landscaped buffers per subsection 7 shall be used to screen multifamily and nonresidential uses from existing one-family residential uses or approved one-family residential subdivision lots, except where one-family uses are integrated with other uses in accordance with an approved PND or MXU zoning district. This requirement applies to new development as well as expansions of existing development resulting in a minimum ten percent increase in building area or lot area. Such buffers shall only be required along the property boundary abutting the one-family residential use or lot.
 - (b) All required trees and shrubs planted to meet this requirement shall be evergreen.
 - (c) Required landscaped buffers shall be located entirely on the parcel of the developing multifamily or nonresidential use; the width of the required buffer shall be measured from the property boundary of the parcel that is being developed where it adjoins the parcels of existing one-family residential uses or approved one-family residential subdivision lots.
- B) All loading areas and service areas shall be screened from view from the Corridor in accordance with Section 5 of Article IV.
- C) All rear facades of single family residential buildings visible from the Corridor shall be screened from view from the Corridor with a landscaped buffer.
- D) All off-street parking areas of multi-family and nonresidential development shall be screened from view from the Corridor with a minimum of one row of evergreen shrubs. Such shrubs shall be planted not more than five feet on center and shall be at least three feet in height at time of planting. This requirement applies to new development as well as expansions of existing development resulting in a minimum ten percent increase in building area or lot area. Such shrubs may be counted toward any setback landscaping requirements for parcels in COD-N.

9. Lighting Standards

Lighting shall be installed within the streetscape zone (the first 15 feet of the setback closest to the Bypass) along the Corridor in COD-N in accordance with the fixture spacing, height, color and type requirements specified in the lighting plan (or streetscape plan that includes a lighting plan) adopted by the Town for that COD-N segment of the Corridor, if such plan exists. Fixtures shall be installed to provide adequate lighting of pedestrian pathways. All other lighting standards of Section 6 of Article IV shall apply.

10. Pedestrian Pathways

- A) Pedestrian pathways shall be provided in the COD district in accordance with the following requirements:

- 1) Pedestrian pathways at least eight feet in width shall be provided along all sides of lots that abut public roads. Pedestrian pathways may be parallel to such roads or meandering to allow for street trees between the pathways and the road, to avoid existing vegetation to be preserved, and to address topographic issues.
- 2) Continuous pedestrian pathways, not less than eight feet in width, shall be provided from the pedestrian pathways along public roads to the principal customer entrance of nonresidential establishments and the primary entrance of multi-family buildings. At a minimum, pedestrian pathways shall connect areas of pedestrian activity such as, but not limited to, road crossings, parking areas, and building entry points.
- 3) No pedestrian pathway shall be closer than 8 feet to the back of curb or edge of pavement of a public road. All pedestrian pathways constructed in accordance with the above provisions shall be constructed by the developer. Maintenance shall be the responsibility of the property owner unless the Town or SCDOT has accepted maintenance responsibilities in conjunction with the dedication by the developer or property owner of a right-of-way or an easement encompassing the pathway. All pedestrian pathways shall be constructed of concrete, concrete pavers, brick or a combination of such materials in accordance with the sidewalk standards of SCDOT's Standard Specifications for Highway Construction (and applicable Town standards), and shall meet ADA requirements.
- 4) With Town approval, the developer may pay fees in lieu of constructing a required pedestrian pathway. This alternative means of providing a pathway shall be considered when the timing of development warrants a delay in pathway construction (i.e., planned off-site construction would result in the demolition of a newly constructed sidewalk, a pedestrian connection between two adjoining parcels requires a pedestrian bridge, or the construction of a pedestrian pathway requires coordination with a County or SCDOT construction project).

B) Pedestrian pathways in the COD-N shall be subject to the following additional requirements:

- 1) Pedestrian pathways at least eight feet in width shall be provided along the Corridor within 15 feet of the right-of-way and all sides of lots that abut public roads. Pedestrian pathways may be parallel to such roads or meandering to allow for street trees between the pathways and the road, to allow existing vegetation to be preserved, or to address topographic issues.
- 2) No pedestrian pathway shall be closer than 8 feet to the back of curb or edge of pavement of a public road. However, pavement between the pedestrian pathway and the back of curb shall be permitted as an alternative to a planting strip, provided street trees in this area are installed using tree grates.
- 3) All pedestrian pathways constructed along the Corridor shall extend to the side property lines so that such pathways can be continued on the adjoining parcels in physically feasible locations as development occurs.
- 4) If a pedestrian pathway has been constructed along the Corridor on an adjoining property, and such pathway has been terminated at the common property line, the developing parcel shall construct a pedestrian pathway along the Corridor in a manner that connects it to the existing pathway, thereby creating a continuous pedestrian pathway along the Corridor.
- 5)
- 6) To facilitate internal pedestrian circulation in multi-family and nonresidential developments, pathways no less than eight feet in width shall be provided along any nonresidential facade featuring a customer entrance, and along any facade abutting public parking areas. Additional

- pathway width shall be provided as needed in non-residential development to accommodate outdoor seating areas adjacent to restaurants to maintain an eight-foot wide clear pedestrian circulation area.
- 7) Internal pedestrian pathways constructed in multi-family and nonresidential developments shall extend to the property lines in a manner that
 - (a) connects to the existing pedestrian pathways on an adjoining developed parcel where such existing pathways have been stubbed out at the common property line; or
 - (b) facilitates the future continuation of such internal pathways into adjoining parcels in physically feasible locations as development on adjoining parcels occurs.
 - 8) Pedestrian pathways and crosswalks in parking areas shall be distinguished from asphalt driving surfaces through the use of durable, low-maintenance, surface materials such as pavers, bricks, or scored, stamped or colored concrete to enhance pedestrian safety and comfort as well as the attractiveness of the pathways.

11. Driveways on Corridor

- A) All driveways and public road intersections shall be subject to the standards and permitting processes of SCDOT.
- B) Any parcel of land with frontage on a Corridor shall have no more than one vehicular access point (driveway) connecting to the Corridor, unless a traffic analysis demonstrates to the Town Council the need for an additional driveway due to potentially hazardous traffic conditions, and SCDOT Dept. of Highways and Public Transportation agrees that an additional driveway is needed.
- C) No driveway shall be allowed within 400 feet of an intersection of any other public road on the Corridor.
- D) Driveways shall be a minimum of 400 feet apart (measured from center line to center line) on the Corridor, and shall align with opposing driveways, where possible.
- E) Shared driveways, or parallel access roads (in COD only), shall be used when deemed necessary, and the appropriate legal documents may be required by the Town prior to driveway permit issuance.
- F) A cross access easement may be required between adjacent lots fronting on the Corridor in order to minimize the total number of access points along the Bypass and to facilitate traffic flow between lots. The location and dimensions of such easement shall be determined by the property owners in coordination with Town staff.
- G) If access to a lot or legally created parcel of land is physically unobtainable under these provisions, an access point may be approved which is located the greatest distance possible from an existing access point and in the safest possible location to be approved by SCDOT.
- H) For the purpose of this section, adjacent parcels in common ownership fronting on the Corridor shall be considered as one parcel when determining permitted driveways.
- I) Access to adjacent nonresidential development:
 - (a) Where feasible, driveway connections between adjacent nonresidential developments shall be provided and clearly identified. All driveway connections shall be constructed and stubbed, and future development of adjacent property shall complete a connection to any existing stub.
 - (b) Access easements shall be required to ensure outparcels or adjacent developments have adequate access if ownership patterns change.
 - (c) The Town Council may waive the requirement for a driveway connection required above in those cases where unusual topography or site conditions would render such an easement of no benefit to adjoining properties.
 - (d) The Town Council may approve the closure of driveway access in those cases where adjoining parcels are subsequently developed with a residential use.

12. Parking

- A) Off-Street Parking
 - 1) All off-street parking shall be provided in accordance with the off-street parking requirements set forth in Article I, Section 7, of the Ordinance.
 - 2) Off-street parking in the district shall be located to the side or rear of the structure(s) located

- nearest to the public road(s), to the extent practicable. Where parking is located between a structure and the Corridor, it shall be limited to one bay of parking (i.e., two rows of parking spaces with one shared drive aisle between the rows of spaces).
- 3) All off-street parking areas shall be screened in accordance with the screening requirements of subsection 8.
 - 4) Landscaping in off-street parking lots shall meet the requirements of the Landscaping Standards of Article IV.
 - 5) All such off-street parking shall be subject to the requirements of Article V. Commercial Development Appearance Review as well as the Commercial Appearance Review Process.
 - 6) Shared parking is allowed and is encouraged in circumstances where the parking would be within 1,200 feet of each respective use.
 - (a) Those wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking analysis to the zoning administrator that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by the zoning administrator. It must address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.
 - (b) A shared parking plan shall be enforced through written agreement among all owners of record and included in the development agreements filed with the town. The owner of the shared parking area shall enter into a written agreement with the town with enforcement running to the town providing that the land comprising the parking area shall never be disposed of except in conjunction with the sale of the building which the parking area serves so long as the facilities are required; and that the owner agrees to bear the expense of recording the agreement and such agreement shall bind his or her heirs, successors, and assigns. An attested copy of the agreement between the owners of record shall be submitted to the zoning administrator for recordation in a form established by the town attorney. Recordation of the agreement must take place before issuance of a building permit or certificate of occupancy for any use to be served by the shared parking area. A shared parking agreement may be revoked only if all required off-street parking spaces will be provided on-site. The town shall void the written agreement if other off-street facilities are provided in accord with these zoning regulations.
 - 7) In addition, the following bicycle parking requirements shall be met for the retail, restaurant, office, service, civic, institutional and multi-family residential uses:
 - (a) Bicycle parking shall be provided in an amount equal to 5% of the minimum required off-street parking for vehicles, or a minimum of two spaces, whichever is greater.
 - (b) Such parking shall be located in close proximity to the primary entrance used by customers, visitors, or residents.
 - (c) Bicycle parking areas shall be designed to utilize bike racks installed on paved surfaces.
 - (d) Bicycle parking areas and pathways connecting them to the buildings they serve shall be lighted for the safety of the cyclists and to discourage theft.
 - (e) Bicycle parking is not required if the entire development has a gross floor area of 5,000 square feet or less.

- (f) Shared bicycle parking for two or more uses is permitted provided an attested copy of the agreement between the owners of record is submitted to the zoning administrator for recordation in a form established by the town attorney.

B) On-Street Parking

- 1) No on-street parking shall be located on the Bypass.
- 2) In COD-N, a minimum of 50% of the required off-street parking shall be provided on site. Where on-street parking is available or provided as part of the development, on-street parking spaces may account for up to 50% of the required spaces, provided:
 - (a) A key map is provided that delineates the location of allocated on-street spaces for a designated parcel or use.
 - (b) The on-street parking must be located within 1,200 feet of the primary entrance of the use it is serving.
 - (c) On-street parallel parking spaces shall be 7' x 20' measured from the face of curb (or edge of pavement, if curb does not exist).
 - (d) On-street diagonal parking with a 60-degree angle or less shall have a minimum travel lane width of 11 feet.

13. Signs

A) Freestanding signs.

Freestanding identification signs for nonresidential and multi-family uses are permitted along the Corridor in accordance with the following standards, which shall supersede the standards of the underlying zoning district for freestanding signs:

- 1) No parcel with less than 50 feet of frontage on a Corridor shall be permitted to have a freestanding sign.
- 2) Parcels with 50 to 200 feet of frontage on the Corridor may be permitted to have one freestanding sign.
 - Maximum height: 4 feet in height
 - Maximum sign face area: 0.5 sq. ft. per 2 linear feet of frontage , up to 30 sq. ft. (total)
 - Minimum setback from ROW: 5 feet
- 3) Parcels with more than 200 feet of frontage on the Corridor may be permitted to have up to two free standing signs.
 - Maximum height: 7 feet in height
 - Maximum sign face area (total): 50 sq. ft.
 - Minimum setback from ROW: 5 feet

In addition, unified, nonresidential, multi-tenant developments shall be subject to the following standards:

- Unified development signs that identify only the development shall be permitted. Within the same maximum sign face area, individual tenants or establishments may also be identified. Separate freestanding signs identifying individual tenants or establishments shall not be permitted in conjunction with the unified development signs.

- Each permitted sign shall conform to standards set forth for freestanding signs except that, if the street frontage of the unified development exceeds 300 feet, such standards may be modified as follows:
 - Maximum height: 22 feet in height above the grade of the frontage street
 - Maximum sign face area: 250 sq. ft. per side
 - Minimum setback from ROW: 10 feet
 Minimum separation between signs: 350 feet
- 4) Internal lighting of signs, neon, LED, and flashing signs shall not be permitted along the Corridor, except that up to 20% of the actual sign face may be utilized for LED display of time, temperature, or gas prices. Building floodlighting shall not be permitted, except in COD-N.
- B) Pole signs.
Parcels within 150 feet of the right-of-way of the Interstate-77 shall be permitted to utilize pole signs, per Sec. 14 of Article III.
- C) Wall mounted signs.
Wall mounted signs shall be permitted per Sec. of Article III.
- D) Temporary signs.
The provisions of this subsection shall not apply to temporary signs.
- E) All other applicable sign standards pertaining to freestanding signs per Article III shall apply along other street frontages.

14. Traffic Signals

In locations where Town and SCDOT warrants for signals are met and to the extent practicable, new traffic signals shall be installed using steel poles with mast arm. Such poles shall be installed in accordance with the standards set forth in 690.1 of the SCDOT Traffic Signals Supplemental Specifications, and style and finish shall be consistent with the black, decorative mast arms approved by the town and installed elsewhere within the municipal limits.

15. Utilities

To the extent practicable, all new utility lines shall be placed underground in accordance with the standards established by the utility. Where burying lines is deemed infeasible by good engineering practices, at a minimum, all tap lines from the main feeder shall be underground, and above-ground lines and supporting structures shall be located in a manner that screens them from public view. Such above-ground lines and supporting structures may be in easements outside of the road rights-of-way, for example, such that lines and structures are visually screened by street trees, vegetated buffers or buildings. Any visible, above-ground lines permitted by the Town as a temporary measure shall be permitted in conjunction with an agreement that specifies a timeframe for permanently placing such lines underground or moving such lines to a location where they can be screened from public view.

16. Walls and Fences

- A) Walls and fences enclosing a site or portion(s) thereof.
 - 1) Fences and walls shall be limited to a maximum height of six feet for rear and side yards and cannot extend beyond the principal structure into the front yard.
 - 2) Front yard fences and walls shall not exceed four feet in height and must be approved by the Zoning Administrator.
 - 3) Fences and walls cannot be located in any right-of-way.
 - 4) On corner lots, fences may not be permitted beyond the principal structure in side yards facing the adjoining street. The sides and rear fence shall conform to the above guidance; however, due to the potential visibility problem, the construction of fences within the front yard will be restricted. The code enforcement officer may use the authority provided in subsection M.A). to issue a special use permit for front yards on a case-by-case basis for corner lots..
- B) Retaining walls.
 - 1) No section of a retaining wall within a setback measured from the Bypass right-of-way shall exceed ten feet in height as measured from the finished elevation at the base of the wall to the top of the wall cap.
- C) Construction, finishes and maintenance.
 - 1) Fences and walls shall be constructed with quality material and workmanship and be maintained in good repair.
 - 2) The material(s), color(s) and texture(s) of the sides of the walls and fences visible from public view shall complement the finishes of the structures of the associated development. Materials must be approved by the Code Enforcement Officer. Barbed wire, constantine wire, razor wire, or poultry wire are strictly prohibited.
 - 3) The finished side of fences and walls shall face adjoining property and shall blend with the landscape.
 - 4) For maintenance purposes and the property owners' protection, a six-inch setback from property lines shall be required.

17. Alternative Means of Compliance

- A) Strict interpretation and application of the standards of this section may create particular hardships in areas of unusual topographic condition, or in retrofitting existing developed properties which are expanded. The decision making body with review authority (Staff, Planning Commission, or Board of Zoning Appeals) may approve a proposed development plan which does not meet a specific standard or standards of this Section as an alternate means of compliance, subject to making the following findings:
 - 1) The proposed development attempts to meet the intent of the Corridor Overlay District;
 - 2) There are physical conditions, not only economic considerations, which prevent the proposed development from meeting the specific standards of this Section; and
 - 3) The proposed development will be designed to meet the standards of this Section to the fullest extent possible.If such findings cannot be made, a variance would be required from the Board of Zoning Appeals.
- B) Staff decisions not requiring Planning Commission approval may be appealed to the Board of Zoning Appeals.

Sec. 2. - Definitions

Bingo halls. A facility wholly enclosed in a building that offers bingo (or other similar games of skill) to the general public for a fee for entertainment.

Deferred presentment lenders. A transaction pursuant to a written agreement involving the following combination of activities in exchange for a fee: accepting a check dated on the date it was written, and holding the check for a period of time before presentment for payment or deposit.

Height of building, maximum. The vertical distance between the average grade at the base of a structure and the highest part of the structure, but not including the following: belfries; spires; cupolas; domes; chimneys; smokestacks; water towers; conveyors; flag poles; television and radio masts, aerials, towers; firewalls; sky lights; roof structures for elevators, stairways, tanks, heating, ventilation and air-conditioning equipment, or similar equipment for the operation and maintenance of a building; any device (no more than five feet in height) used to screen only the immediate area around a roof top structure or equipment; any other exceptions per Article I, Sec. 7(L). Carports, garages, decks, raised planters and other uninhabited additions to structures that may increase the building footprint are not included in calculation of average grade.

Height of building, minimum. The vertical distance between the average grade at the base of a structure and the lowest part of the top of the structure, including parapets, but not including the following: porches, porte-cocheres, other unheated appurtenances that enhance the building architecture or features that are deemed appropriate by the Planning Commission as determined in the Commercial Appearance Review process.

Pedestrian pathway. A sidewalk, trail or other facility designated for use by pedestrians. Constructed alongside streets, roads, parking areas or through public or private spaces, a pedestrian pathway has a paved surface and is designed to meet ADA requirements. Such facility may also accommodate bicycles, roller and inline skates, skateboards, and other non-motorized vehicles provided, however, that the restriction on motorized vehicles shall not apply to motorized wheelchairs. Where permitted by the town council or this ordinance, battery powered golf carts and self-balancing personal transport vehicles may also be allowed on pedestrian pathways. Typically separate from motor vehicle traffic, it may serve both transportation and recreation purposes.

Sweepstakes cafes. A use where computers, devices, or software are provided by the business or patrons to access games or similar sites, whether free or by purchase, and where cash, merchandise or other items of value are redeemed or otherwise distributed whether or not the distribution is determined by games played or are predetermined.

Tattoo facility. An establishment in which the business of tattooing is conducted.